MARC

Maryland Area Rail Commuter, A Rider's Guide

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3rd edition

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Introduction

MARC is the Maryland Rail Commuter service, operating in the Baltimore/Washington area. MARC began operating in 1974. MARC trains are operated by Amtrak on the Penn Line, and CSX Transportation on the Camden and Brunswick Lines under contract to the Mass Transit Administration (MTA) of the Maryland Department of Transportation (MDOT). The MTA acquired control of MARC, Maryland's commuter rail system, under legislation by the General Assembly in 1992. MARC had been providing service throughout the Baltimore-Washington metropolitan area for 18 years at that time. The Maryland Department of Transportation has broader responsibilities than commuter rail; it oversees bus and subway systems, roads, airports, and the Port of Baltimore.

Besides giving the history of MARC and the details of its stations and equipment, this book is designed as a ride-along guide that you can take with you, whether on your daily commute, or using the MARC rail to explore sections of the great cities it serves. The stations are presented in alphabetical order for easy access. A bit of history and information on the surroundings are given for each station. For those who are interested in the motive power and rolling stock, a brief description of the locomotives and cars are given. The base source of schedule and service and schedule information is the MARC website, www.mta.md.gov.

The State of Maryland began subsidizing commuter rail service in 1974 on what are now the Camden and Brunswick lines through a contract with the B & O Railroad (now CSX). In 1976, the state began subsidizing service on what is now the Penn Line with Conrail. The State Railroad Administration - a separate entity under the Maryland Department of Transportation - was created by executive order in 1978 to oversee these commuter rail contracts as well as freight rail operations in the state. Amtrak took over operation on the Penn Line in 1982. The name MARC and the decision to begin marketing the commuter rail system began in 1984. In 1992, the State Railroad Administration was merged into the Mass Transit Administration which began overseeing operation of the MARC commuter rail system.

In June of 1996, the Federal Transit Administration released $9.8 million towards construction of the extension of the MARC system to Frederick. The 13.5 mile spur, which extends from the Point of Rocks Station, includes two stations - one in downtown Frederick and the other a suburban station near the historic Monocacy Battlefield. The federal government committed $91 million for construction of the $49.6 million extension plus the purchase of six new electric engines to be used for service expansion on the Penn line.

Passenger service in the area dates back to Baltimore-Washington commuter trains in 1836. Maryland Transit Administration reports that MARC commuter rail reached a peak in daily ridership in April 2010 with an average of more than 34,000 boardings a day. Ridership on the system has been increasing steadily, and MARC has adjusted schedules, opened stations earlier, and added additional trainsets to meet demand.

The MTA also contracts out operations for three freight lines on the Eastern Shore (Maryland & Delaware) and two through Frederick and Carroll counties, covering over 150 miles. Additional service is provided for passengers by Amtrak and for freight by CSX Transportation and Conrail. Bathrooms are provided at the trains, but not at most of the stations.

MARC is a regional rail commuter system. Regional rail provides for urban passenger train service and local short distance travel operating between adjacent cities. The Baltimore trolley system and the Washington D.C. Metro are light rail systems. Light rail is a form of urban rail public transportation that has a lower capacity speed than heavy rail and metro systems, but higher capacity and higher speed than traditional street-running tram systems, such as the Baltimore trolley. The term *Light Rail* is typically used for to rail systems with rapid transit-style features that usually use electric rail cars operating mostly in private rights-of-way separated from other traffic but sometimes, if necessary, mixed with other traffic in city streets. The Baltimore trolley system operates both on its own right-of-way, and on city Streets.

Sit back, relax, enjoy as the steel wheels rumble along the steel track.

Author

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Cover photo by author

Line and Routes

This section discusses the three distinct routes of the MARC System. Two of these have their heritage in the lines of the Baltimore & Ohio Railroad, while the other is of Pennsylvania Railroad heritage.

MARC Camden Line Service: Baltimore to Washington

This line uses the old Baltimore & Ohio (B&O) Metropolitan Branch, 36.8 miles long. It shares track with CSX's Capitol Subdivision. The line is double tracked on the main, with dual passing sidings added at some stations. During the workweek in 2011, there are 18 trains per day, 9 southbound and 9 northbound. Trains to the Orioles Ballpark at Camden Yards also used this line. Maximum speed is 80 mph. Trains have used this route since 1835, and it is the oldest operating line in the United States. MARC shares the rails with CSX freight.

The Metropolitan Branch (Met) was built from the B&O Old Main Line at Relay, using the Thomas Viaduct over the Patapsco. A granite obelisk commemorates the construction. The viaduct was named for B&O President Philip E. Thomas. The branch was built during 1833-1835. In 1836, 200 passengers per day used the service on 2 daily trains between Baltimore and Washington. The engine Lafayette, now in the B&O Museum at Mt. Clare, saw service on the branch. The travel time in 1849 was two hours, improved to 1 1/2 hours by 1854. In 1945, the service was operating in 38 minutes (as an express).

The Met was built with state money, as Maryland pledged to buy $500,000 in B&O stock. There were some strings attached. Although the B&O got a monopoly on passenger service between Baltimore & Washington, there was an effective 20% tax on tickets. The one-way fare was $2.50 in the late 1830's, a large amount for the time.

The sequence of MARC stations from north to south is:

- Baltimore Camden Station
- St. Denis, MD
- Dorsey, MD
- Jessup, MD
- Savage, MD
- Laurel Racetrack
- Laurel, MD
- Muirkirk, MD
- Greenbelt, MD
- College Park, MD
- Riverdale, MD
- Washington, DC

There is no regularly scheduled MARC service on this line on Saturday, Sunday, or Federal Holidays. Some trains operate with a popular *Quiet Car*. No cell phones, electronic devices that make noise, or loud conversations are allowed. The *Quiet Car* is located adjacent to the locomotive. *Quiet Car* is a registered mark of AMTRAK.

MARC Penn Line Service Washington to Baltimore and Perryville

This line is concurrent with Amtrak's North East Corridor (NEC), and follows the old Pennsylvania Railroad electrified line to Washington. MARC has several electric AEM-7 locomotives specifically for use on this line, but diesels are also used. In 2011, here are some 60 trains per day, sharing track with Amtrak Acela trains and an occasional Conrail freight. The line is triple tracked in this section, and MARC trains can operate at up to 100 mph.

MARC passengers with weekly or monthly passes can use some Amtrak trains, but these do not stop at all intermediate stations between Baltimore & Washington. They do provide service to Perryville, Aberdeen, and Edgewood, MD.

Since 2013, there has been limited Penn line service on the weekends.

The sequence of MARC stations, from south to north, is:

- Union Station, Washington, DC
- New Carrolton, MD
- Seabrook, MD
- Bowie (State University)
- Odenton, MD
- BWI Airport, MD
- Halethorpe, MD
- West Baltimore, MD
- Baltimore Penn Station
- Martin State Airport, MD
- Edgewood, MD
- Aberdeen, MD
- Perryville, MD

MARC Brunswick Line Service; Martinsburg, WV to Washington, DC

This line is the old B&O Metropolitan (Met) Branch from Washington to Point of Rocks. Then, it follows the B&O Main Stem to Martinsburg. Construction on the Met line started in 1866 east from Barnesville. In 1928, it was double tracked. In that year, 38 passenger trains per day traveled the Met, plus heavy freight traffic. CSX tracks along the Met have CTC (centralized traffic control). Typically this line has between 15 and 25 CSXT freight trains a day, 18 MARC trains, and Amtrak's Capital Limited. This line has 3 station stops in West Virginia, 13 in Maryland, and a destination of Union Station in Washington DC.

The sequence of MARC stations, from west to east, is:

- Martinsburg, WV
- Duffields, WV
- Harpers Ferry, WV
- Brunswick, MD
- Point of Rocks, MD
- Dickerson, MD
- Barnesville, MD
- Boyd, MD
- Germantown, MD
- Metropolitan Grove, MD
- Gaithersburg, MD
- Washington Grove, MD
- Rockville, MD
- Garrett Park, MD
- Kensington, MD
- Silver Spring, MD
- Washington, DC.

Frederick Branch

Building west from Baltimore, the B&O crossed the Monacacy by 1831. Frederick businessmen were anxious to get rail service, but the line headed south, dictated by geography. Frederick was served by a branch line, built from Monacacy Junction, just west of the river.

The first train to Frederick was on December 1, 1831 from Baltimore. The last was in 1949. The line then did not again see passenger traffic until MARC acquired funds from the State of Maryland for renovation. The work was done by CSX. Although the Frederick line connects to the Old Main Line to Baltimore, MARC trains run from Frederick down to the Metropolitan Branch, MARC's Brunswick Line, and then to Washington. No service from Frederick to Baltimore, except via Washington, is provided. The spur into Frederick had been kept open by CSX to serve some local industry.

In 1884, B&O passenger service to Frederick numbered 8 passenger trains per day, and two freights. The original stone station, built in 1832, served until 1910. It resembled the Ellicott City station in that freight cars were brought inside for loading and unloading. The station is gone, but the Frederick MARC stop is at the same location on the east side of S. Carroll at All Saints.

A "new" B&O passenger station was built in 1854 at the corner of Market and All-Saints Streets in an Italianate style. This station is still standing, and serves as a community center and soup kitchen. It is about 1 block west of the old station location.

At Frederick Junction, where the Frederick Branch joined the main line, the original station, engine house, and bridge were destroyed by Confederate troops in 1862. A two-story station was built in 1865, and replaced in 1943.

On the Frederick Branch, the Stations are located at Monacacy and Frederick. Three trains per day (each direction) serve Frederick, with service to Union Station in DC. Not all intermediate stations are stops for this service. Some bus service to Point of Rocks is also provided.

Traffic

MARC is a commuter line, so traffic flows into the cities (Washington and Baltimore) in the morning, and flows out in the evening. Trainsets are staged at the outermost points at night to begin the city-ward journey the next day. Midday service is very limited. MARC service is generally not provided on the weekends or Federal holidays. A major convenience for riders is provided by GPS tracking of trains, available on the website, www.marctracker.com. This gives real-time location of trains on the system.

Bike Policy

MARC allows for folding bikes only on its commuter cars.

MARC Intermodal Connections

MARC connects with other rail lines, including the Baltimore light rail system, the DC Metro, Amtrak, VRE, numerous bus lines, and two regional airports. Connecting rail and transit services with MARC stations served by them are shown below:

Washington DC Metro

The DC Metro system has five lines, 85 stations, and over 100 miles of track. The system opened in 1976, and serves DC, Maryland, and Virginia. Over 1100 rail cars, using third rail electric power are used. Each car is powered. At this writing, Metro service is being extended to Dulles Airport in Virginia.

MARC intersects with DC Metro at these points:

Metro Red line: Washington Union Station and Silver Spring; the Rockville MARC station was not adjacent to the Rockville Metro, but now shares a new state-of-the-art transportation center.
Metro Orange Line: New Carrolton.
Metro Green Line: Greenbelt and College Park.

Amtrak

Amtrak provides passenger rail service in the US via the electrified NorthEast Corridor (NEC), Washington to New York and Boston, and diesel service in the rest of the country and parts of Canada.. Organized 1971 to take over passenger rail from the freight-focused railroad of the U.S. Owned by the Federal Government Amtrak operates over 21,000 miles of track, with 500 destinations.

Amtrak service connects with MARC at Washington Union Station, New Carrolton, BWI Airport, Baltimore Penn Station, Aberdeen, Rockville, Harpers Ferry, WV, and Martinsburg, WV.

MTA Baltimore Light Rail

Light Rail in Baltimore began operations in 1992. The Central Light Rail Line of electric-powered trolleys runs some 22.5 miles from Timonium in Baltimore County, through the heart of Baltimore City, past Oriole Park at Camden Yards, to Cromwell Station/Glen Burnie in Anne Arundel County, MD. The system operates with overhead power lines. The entire line takes about one hour to travel, and has 33 stations. The Light Rail links to bus and subway lines with free parking at many Light Rail stops. MARC connects with the light rail system at BWI Airport (a shuttle bus trip is needed) and Baltimore Penn Station. The Baltimore Light Rail operates over the old Northern Central Railway's track in Baltimore and Baltimore County. Reduced service is provided on weekends and holidays.

MTA Baltimore Metro

This subway line from downtown Baltimore to Owings Mills has no direct connection to MARC. From the MARC Camden station, one can walk about five blocks to the Lexington Market Metro station. From Penn Station, it is a half-mile hike to the State Center Metro Station. End to end on the Metro is a half-hour ride, 15.5 miles between Owings Mills in the north to Johns Hopkins Hospital to the south-east. Equipment is Budd cars, using a third-rail power system.

Virginia Railway Express (VRE)

The Virginia Railway Express is a commuter system similar to MARC. It has two lines: the Fredericksburg Line from Fredericksburg and the Manassas Line from Broad Run/Airport station in Bristow, Virginia. Service to Manassas began on June 22, 1992, the Fredericksburg service on July 20, 1992.

Rail service operates Monday through Friday only and is suspended or reduced on select Federal holidays. Through a cross-honoring agreement, VRE and MARC allow passengers to transfer to a train on the other system provided that it is going in the opposite direction of the rush-hour commuters. VRE operates on Amtrak, Norfolk Southern, and CSX track.

VRE uses similar diesel motive power to MARC, with a fleet of GP39, GP40, ex-Amtrak F40PH2’s, and MP36PH-3C’s. VRE does not operate electric locomotives, since it does not run on electrified line. The rolling stock consists of Pullman and Sumitomo cars. VRE has 18 stations.

The VRE to Manassas and Fredericksburg connects to the MARC at Washington Union Station.

VRE Information: 703-497-7777, www.vre.org.

Airline connections

MARC/Amtrak station at BWI Thurgood Marshall Airport (within a free shuttle bus ride).
MARC/Amtrak at Union Station; DC metro to Washington National Airport.
MARC/Amtrak at Union Station; DC metro to L’Enfant Plaza, bus to Dulles airport.

MARC Station Locations (alphabetical)

This section will provide some geographical and historical information about each station stop and the surrounding area.

Aberdeen, MD on the Penn Line
Located east of Baltimore on U. S. Route 40 in Harford County, Aberdeen is the site of the U. S. Army's Aberdeen Proving Grounds (APG). The town was founded in 1835, and incorporated in 1892. It has a population of some 14,000.

The Village of Aberdeen was a development by Edmund Law Rogers in 1852. The name originated from his mother city, Aberdeen, Scotland, as a result of the close relationship the Rogers family of Baltimore had with their cousin, the Earl of Aberdeen, who became Prime Minister of Great Britain in 1852.

The Aberdeen Proving Ground started operations in 1918, and is the headquarters of the U. S. Army Test and Evaluation command. During World War II, captured enemy vehicles (and a V-2 missile) were brought to APG for evaluation. The Ordnance Museum, previously located at APG, has been moved to Fort Lee in Virginia. It includes over 200 historically significant military vehicles.

Aberdeen is the home of Orioles baseball legend Cal Ripkin, Jr. and the Cal Ripkin baseball stadium.

Barnesville, MD, on the Brunswick Line
Located in Montgomery County, the town was named for the founder, William Barnes, in 1811. It is the site of a mass grave of Irish workers who died of cholera while working on the construction of the Chesapeake & Ohio (C&O) Canal. The highest point on the B&O Metropolitan Division at 527.4 feet is east of Barnesville, crossing Parr's Ridge. Construction for the Met started in Barnesville in 1866. The brick structure currently situated there was not originally a train station, but a metering station for the Washington Gas Light Company, in Rockville, circa 1933. Barnesville is a commuter station, as the town has a population of 160. Barnesville has views of Sugarloaf Mountain to the north and the Catoctin Mountain and the Blue Ridge ranges to the west.

Bowie, MD on the Penn Line
Once known as Huntington, Bowie was the location of a tower controlling the Pope's Creek Branch. The old Bowie Station is closed, and the actual MARC station is located at Bowie State University, a little north of the town. Interestingly, the Pope's Creek Branch, controlled by the Pennsylvania Railroad, was once the mainline, and the NEC into Washington was the branchline. The town was named for Oden Bowie, once Governor of Maryland. South of the MARC Station, where Rt. 564 crosses the tracks on a bridge, is the Huntington Railroad Museum (8614 Chestnut Avenue). It has a tower, a freight station, and a passenger waiting shed. The Pope's Creek Branch (built 1872) is still active for coal traffic, and worked by Conrail. The NEC is used for freight traffic, during traffic-clear windows during the week. Bowie is a city of some 50,000 residents.

Boyds, MD on the Brunswick Line

Originally called Boyd's Station, the town was named for Capt. James A. Boyd, a Scottish immigrant and contractor for the B&O railroad. It is located in Montgomery County. Nearby was B&O's DS tower, controlling an interlocking for the passing track.

Boyd built a temporary village to house construction workers while the B&O built the Metropolitan Branch line after the Civil War. The railroad line began service in 1873. A mill, stores and other businesses were established in the area. The B&O opened a brick railroad station designed by the architect Ephraim Francis Baldwin, with a wooden turret in 1887, but demolished the station in 1927 to make way for installation of a second track. A dimplier wooden station was built as a replacement, but was later taken down.

Brunswick, MD

Brunswick was the site of major B&O freight yards and a roundhouse. The area is now used for MARC engine refueling and cleaning. The B&O had major classification yards and servicing facilities here. In the 1890's, the yards could handle 4,000 cars. In 1906-1907, the west yards were added, with an additional capacity of 4,250 cars. The Brunswick turntable was long enough to handle B&O's heaviest engines. The circa 1910 19-stall B&O roundhouse was torn down in 1995. Brunswick was a railroad and a canal town. The town was founded in 1780, called Barry Post Office, and then Berlin. Brunswick was occupied by Confederate forces during the 1862 Antietam Campaign, and again in 1863, disrupting rail traffic. The station was built in 1879. The name was changed to Brunswick by the B&O Railroad.

The current station is a 1891 Baldwin design, and has been moved from a previous site in town. The memorials to the crew and passengers of the fatal MARC collision of 1995 are located adjacent to the Brunswick station. The Brunswick Railroad Museum is located at 40 W. Potomac St. The town usually hosts Railroad Days during the first week of October.

BWI Thurgood Marshall Airport, MD on the Penn Line

Also used for Amtrak traffic, the station at BWI-Thurgood Marshall airport south of Baltimore allows for intermodal travel. A free shuttle bus connects the rail station with the airport terminal, 1.5 miles away. The MARC headquarters building is located near the rail station.

Ground was broken for the airport in 1947. It opened in 1950, called Friendship International Airport, and associated with Baltimore. The Maryland Department of Transportation bought the airport form the City of Baltimore in 1972. Because of its location between the two cities, it was renamed BWI in 1973. Also, the early jetliners couldn't land at DC's National airport. It was renamed BWI-Thurgood Marshall Airport in 2005 after Justice Marshall, a Baltimore native and the first African American to serve on the Supreme Court of the United States.

The BWI Thurgood Marshall Airport Rail Station was dedicated on October 23, 1980 as the first intercity rail station built to serve an airport in the United States The BWI Rail Station is served by Amtrak Northeast Corridor trains and, by the MARC Penn Line. Travel time by train is about ten minutes to Baltimore's Penn Station and thirty-five minutes to Union Station in Washington, D.C. Trains depart at least once per hour seven days a week, with departure times during rush hours and business hours being more frequent.

The Maryland Transit Administration's Baltimore Light Rail line has a stop just outside the entrance to BWI's International Terminal. Passengers can take the line to a variety of destinations in Anne Arundel County, Baltimore City, and Baltimore County. They can transfer to the Metro Subway in Baltimore, or to either of MARC's Baltimore terminals. A ride downtown takes approximately 30 minutes. Trains run every 20 minutes during peak hours, and 30 minutes all other times.

BWI ranks of one of the easiest airports to get to in the United States, and one of the few with associated rail stations. There is bus service between the Washington DC Metro's Greenbelt Station and BWI, as well as service to the MARC Camden line. The airport is also easily reachable from the Baltimore Washington Parkway, and Interstate I-95. Amtrak's North East Corridor (NEC) (Amtrak Penn line) is crossed by a bridge on the exit from the Baltimore-Washington Parkway coming from the south to the airport, and the railstation can be seen to the right.

In 2010, the BWI Rail Station served more than 1,800 passengers daily. That represents a 50 percent increase in five years.

Camden Station (Baltimore, MD)

Located near the Baltimore Inner Harbor and the Orioles baseball stadium, the first Camden Station was built by the B&O Railroad in 1856, on land purchased in 1852. It was a more convenient location that the circa 1830 Mount Clare Station. It is now the northern terminus of the MARC Camden line. There is no provision to turn trains at this location. Camden is also a stop on the Maryland Transit Administration (MTA) Light Rail south to Glen Burnie and north to Towson. The actual B&O Camden station, designed by Baltimore architect Joseph F. Kemp still exists, but is not used for commuter purposes any more. Adjacent to the station is Orioles Park at Camden Yards, the baseball stadium, and the M&T Bank - Baltimore Ravens football stadium. The old B&O freight warehouse has been preserved, and houses offices. A Casino is being built nearby.

From 1856-1876, the station was the terminus of the only rail line from Washington, DC heading north. It is safe to say that every President and most members of Congress at the time passed through here. Camden was the B&O's primary terminal since the 1850's. Nearby is the southern entry point to the Howard Street tunnel, 1.4 miles long to the Mt. Royal Station. In 1868, the Camden cut-off on the B&O Old Main Line was built, allowing passenger traffic to bypass Mt. Clare. In the 1880's a 600 foot long freight shed was built at Camden, and in 1883, a grain elevator was added. Camden was also the terminus of the Annapolis & Baltimore shortline electric railroad.

The Civil War's first bloodshed was seen in the neighborhood of the Camden Station in the Baltimore, or Pratt Street, Riot. The 6th Massachusetts Infantry, recently arrived in the city by train from the north in response to President Lincoln's summons, was attacked by a group of Southern sympathizers as they made their way through the city streets between the railroad stations. There were both civilian and military casualties. In 1861, Lincoln traveled through Camden Station on his way to Washington, DC. He used it again on his way to give a speech at Gettysburg. Finally, his funeral train made a stop there on its way to Illinois.

No rail trip to Baltimore is complete without a visit to the Baltimore & Ohio Railroad Museum. The following is abstracted from their website:

"The site upon which the Baltimore & Ohio Railroad Museum was established in 1953 is designated a National Historic Landmark by the United States Department of the Interior. As a major Baltimore Attraction, this 40-acre historic site and its buildings and structures hold a unique and significant place in American history.

Universally recognized as the *birthplace of American railroading*, the Museum's site represents the vision, establishment, development and creation of the first common carrier railroad in the Western Hemisphere. The first 1.5 miles of mainline railroad right of way carries visitors on seasonal train rides to the site where the First Stone of the Baltimore & Ohio Rail Road was laid on July 4, 1828 by Charles Carroll of Carrollton, last living signer of the Declaration of Independence.

The Mt. Clare Shops, established here in March 1829, are the oldest continually operating railroad shops in the World. An extensive list of historical and technological firsts was accomplished here. From the perfection of the flanged wheel, and the building and operation of the first American built steam locomotive to the construction of the World's first air-conditioned passenger car, Mt. Clare was a laboratory of American ingenuity.

Architecturally and historically significant railroad buildings and structures are preserved and interpreted as a part of the Museum's collection. These include: Mt. Clare Depot (1851); Roundhouse [Passenger Car Shop], (1884); Annex Building (1884), Baltimore & Ohio Passenger Car Works (1869-1870), Freight Car Repair Shop [ruins] 1919 and the historic 1.5 mile right of way."

The museum is located about a half-mile west of Camden Station, at 901 West Pratt Street, a brisk walk, or a quick cab ride away.

College Park, MD on the Camden Line

Located adjacent to the Washington Metro Station, the MARC station is also about 1 mile from the campus of the University of Maryland, which stretches along Route 1. Here, the rail line passes by the College Park airport, the first such facility in the world. At this location, the Wright Brothers once gave flying lessons. It is now on the National Register of Historic Places, and there is a nearby aviation museum. The National Archives and Records Administration maintains a facility in College Park, with much historical and archival information on early American railroads.

Once known as College Station, the B&O had a circa-1867 wooden station here, replaced by a frame structure in the 1900's. One of several nearby railroad-enabled suburbs of Washington, College Park is joined by the neighborhoods of Lakeland, Berwyn, Daniels Park, and Hollywood. There is shuttle bus service between the station, and the University of Maryland Campus.

Dickerson, MD on the Brunswick Line

Dickerson in Montgomery County is the site of a large 1959 Potomac Edison Power Plant, and a controversial county trash incinerator. These are served by a rail spur off the CSX main line. There is a daily CSX freight train from the Montgomery County trash collection facility along Route. 355 between Germantown and Rockville, and the Dickerson plant.

Dickerson is named for the proprietor of a store and post office, William H. Dickerson. It has a 1891 Baldwin-designed station. Just east of the town lies a 500 foot long steel girder bridge over the Monacacy River. The rail line from Dickerson west to Point of Rocks was completed in 1871.

Dorsey, Maryland, on the Camden Line

Built exclusively as a MARC Station, and served by its own highway interchange with Maryland Route 100, this facility cost $5.2 million dollars to build. It opened in July of 1996. The area is named for the prominent Maryland Dorsey family. It has extensive parking facilities, and shuttle bus access to the BWI Station, on the Penn Line. It is not really a town, being located in an area of large office building and campuses.

Here may be seen a brick lined 1870's arch bridge over Deep Run. Nearby to the west is Elkridge, with the B&O's Thomas Viaduct. The Patapsco River at this point was still navigable in the mid-1800's, and serviced the nearby iron furnaces and the tobacco trade.

Duffields WV on the Brunswick Line

On the B&O line, this station was named after Alfred Duffield, the first B&O agent there. It was the location of a blockhouse built during the Civil War to protect the B&O. Duffields is an unincorporated community in Jefferson County, West Virginia. The original B&O train station was torn down. During the Civil War, in 1864, Confederate Colonel John S. Mosby, with a company of five hundred men, broke through the Union lines near Charles Town and attacked a company of Union infantry stationed at Duffields. Mosby's troops cut the telegraph lines and destroyed the Union quarters, capturing about 50 prisoners and a large amount of stores.

Edgewood, MD on the Penn Line

This Hartford County Town is best known as the site of the Army's Edgewood Arsenal, at the Gunpowder River. The Town itself has a population of around 23,000. The rail line was built through the area in 1835. A small village was built around the Edgewood train station consisting of small shops and houses. The nearby rail bridge crossing the Gunpowder River in Edgewood-Magnolia was burned during the Civil War in 1864 by the Confederate Major Harry Gilmor, a Baltimore native. The crossing was later rebuilt. There were recent updates to the station, which server the Aberdeen Proving Grounds.

Elkridge, MD on the Camden Line

In 1746 this area, known as Elkridge Landing, was Maryland's second largest port. The Patapsco River has since silted up. Located in Howard County, Elkridge is to the south of the B&O's fabled Thomas Viaduct. There was a circa 1875 B&O Station here, that was designed by Baldwin. Also here was located the Relay House, a traveler's hotel. Both have been torn down.

The viaduct was designed by B&O's Benjamin Latrobe Jr. It carried the locomotive Tom Thumb, and the first telegraph message from Washington, D.C., stating, "What has God wrought?" went across wires on the bridge. The viaduct was protected by Federal Troops during the Civil War. In the town of Elkridge is a replica of the steam repeating cannon, attributed to Ross Winans.

Frederick, MD on the Frederick Extension of the Brunswick Line

Frederick is a City of some 60,000 persons, with an airport, and hosts the U.S. Army's Fort Detrick Complex. Settled around 1745, Frederick was located on the far western frontier of Maryland. British General Braddock passed by on his ill-fated expedition against Fort Duquesne in the French & Indian War, and it was garrisoned by the British in the Revolution. It was also a crossroads town in the Civil War, frequented by Stonewall Jackson and Union Troops in succession.. Frederick was the home of Barbara Fritchie, who annoyed Confederate General Jackson by defiantly flying a Union Flag as he passed through the town.

The B&O had a station in Frederick served by a spur off the Main Line between Baltimore and Point of Rocks. The fact that Frederick was not on the main line was attributed both to geography, and to political infighting. In 1872 the Pennsylvania Railroad completed its Frederick Secondary branch line, which ran north from Frederick to York, Pennsylvania. From 1896 to 1961, Frederick was served by the Hagerstown & Frederick Railway interurban trolley service that was among the last surviving systems of its kind in the United States. The current MARC facility was built specifically for that service.

Gaithersburg, MD on the Brunswick Line

Designed by E. F. Baldwin and built in 1884, Gaithersburg hosts a former B&O station. The Gaithersburg Railroad Museum is located nearby in the brick freight house. Adjacent is a Buffalo Creek and Gauley steam engine on display. The town, in Montgomery County, was built around a home built in 1802 by Benjamin Gaither. It was then called Forest Grove, and got its current name from the B&O Railroad in 1873. Gaithersburg was once a Washington resort destination, but is now considered a bedroom community for the Nation’s Capital. It hosts the National Institute of Standards and Technology, and a host of high-tech businesses.

The last rail for the B&O's Metropolitan line was laid here in February 1873. The B&O had considered a line from Gaithersburg to Laurel in 1876, but this *Hanover cutoff* was never built. Interestingly, the C&O Canal had also considered a branch to Baltimore, which would have crossed somewhat north of this point.

Garrett Park, MD on the Brunswick Line

This Victorian planned community in Montgomery County is named for Robert W. Garrett, president of the B&O Railroad. It was laid out in 1887 to resemble an English village. Garrett Park is located between the Rockville Pike (MD Route 355), and Connecticut Ave. in Kensington. It once had an 1895 Baldwin-designed B&O station. Now, it is served by a recycled waiting shed from Landover. There was a Bollman truss bridge here over Rock Creek, now replaced by a shorter bridge, and an earthen fill. The Town has a population of around 900. The town historic district is on the National Register of Historic Places.

Germantown, MD on the Brunswick Line

This bedroom community for Washington, DC and Montgomery County, Maryland, experienced significant growth during the late 1970’s and 1980’s. Once the home of immigrant railroad workers, it was reached by the B&O in the 1870’s. Germantown was scheduled to get a 2-story brick Baldwin designed station like Rockville, but instead got a circa-1891 frame single story structure. The station was burned by vandals in 1977, but rebuilt.

Greenbelt, MD on the Camden Line

The MARC/Metro station in Greenbelt is located adjacent to the Washington Metro station, and is easily accessed from the Washington Beltway. The town of Greenbelt was a circa-1936 Federal New-Deal, low cost housing project, championed by Eleanor Roosevelt. It was one of three planned “green towns.” Greenbelt is the home of NASA's Goddard Space Flight Center. There is a Metro maintenance facility further west in Beltsville, but passengers cannot travel beyond the Greenbelt Station.

Halethorpe, MD on the Penn Line

Halethorpe is famous as the location of the B&O’s Fair of the Iron Horse in 1927. The site, southwest of Baltimore, was named by the B&O Railroad. Near here, the Penn Line passes under the Camden Line. The Penn Line then runs parallel to the Camden line, several miles to the east.

Harpers Ferry WV on the Brunswick Line

Harper’s Ferry has a long history of important events, including John Brown’s raid on the Federal Arsenal, and Stonewall Jackson’s capture of B&O engines and rolling stock during the Civil War. The Harper’s Ferry rail station, located in the old town, is also used for Amtrak service. At Harper’s Ferry, the Shenandoah River flows into the Potomac. The C&O Canal passes along the north bank of the Potomac, forcing the railroad into a narrow strip of land along the cliffs. The B&O line passes through an 1894 tunnel, and then immediately over the Potomac River Bridge. Numerous bridges crossed the Potomac at this point over the years, victims of Potomac floods and Confederate action.

A wood frame station, circa 1894, was moved in 1931. The station used to have an integral tower for control of the B&O’s Shenandoah Branch, once the Winchester & Potomac Railroad. The current rail alignment is roughly over the site of the old Federal Arsenal. Harper's Ferry was a major industrial site in the 19th century, because of its proximity to ample water power.

The town dates from around 1750. George Washington surveyed the area for the applications of canals. He proposed the site for a new Armory and Arsenal in 1794. This became the second Armory, after Springfield, MA. It produced muskets, rifles, and pistols for the U.S. Army, using water power. The Armory was destroyed by military action in the Civil War. It had changed hands seven times during the conflict.

Harper's Ferry is now mostly a National Historical Park, but has some 300 residents.

Ivy City (DC)

Ivy City is the Amtrak servicing and maintenance facility north of Washington Union Station. Servicing on MARC’s AEM-7 electric locomotives is done here. Major servicing of electric locomotives is done at Wilmington, DE. The B&O’s Eckington Yard once stretched along New York Avenue, and was often filled with Pullman cars. Part of the yard is used for the Washington Metro facilities. Here, fueling, washing, and servicing of MARC, VRE, and Amtrak trains is done. Also, there was a mail transfer facility for the *Fast Mail* (train number 12 northbound and 13 southbound) between Boston, New York, and DC every night. The mail service was canceled in the early 2000’s.

Ivy City sits on a triangular strip of land in the central part of the Northeast quadrant of the City, bounded by New York Avenue to the northwest, West Virginia Avenue to the east, and Mt. Olivet Road to the south. The land was acquired by the B&O Railroad in 1831 as part of its Washington Branch construction. It was, at the time, outside the City limits. It was developed by the B&O as a neighborhood for the railroad workers. In 1878, the City was extended to include all the land in the District of Columbia, and encapsulated Ivy City.

Jessup, MD on the Camden Line

Jessup, in Anne Arundel County, had a long series of names starting in the early 1800's, the last being Jessup's Cut. Mr. Jonathan Jessup was the engineer in charge of construction of the B&O railroad in the area. A small stop off of Maryland Route 175, Jessup is famous as home to the Maryland House of Corrections, the Women's Prison, a home for the Criminally Insane, and a automobile loading facility for CSXT. Jessup is also the site of numerous food warehouses.

Excluding the prison population, Jessup hosts some 7,800 persons. Here, Merrills Ridge between the Patapsco and the little Patuxent formed a bump for the rail line. There was a Gothic B&O station, circa 1870. Close by, the B&O's Guilford Branch, circa 1902, headed off to granite quarries, and also served the now-abandoned GE appliance plant in Columbia.

Kensington, MD on the Brunswick Line

At Milepost 11.5 on the B&O Metropolitan Sub, this Montgomery County town was once named Knowles Station. It made the transition from a predominantly agricultural area to a community on the railroad along the metropolitan Branch of the B&O. The Town was renamed after the Kensington section of London by Brainerd Warner in 1890. He was a land developer with an interest in Victorian architecture. The original B&O Baldwin station has been restored and is in use. The center of the community is on the National Register of Historic Places. First a resort for DC residents who wished to avoid the heat and humidity of the City, Kensington evolved into a commuter suburb. The main drag is Connecticut Avenue.

Laurel Racetrack, MD on the Camden Line

An active horse racing track, the Laurel Racecourse station is popular with commuters because of the large amount of available parking. Located north of the town, it is accessed from U. S. Route 1. The racetrack was built in 1911, and this area was at one time the Maryland State Fairgrounds around the time of the First World War. The track was originally founded by James Laurel Jr. The B&O had sidings here, and provided excursion trains to the races.

Laurel, MD on the Camden Line

The first Laurel station was an 1867 wooden design. It was replaced by an E.F. Baldwin design in brick. The B&O station was built in 1884, partially burned in 1994, but was rebuilt in 1995. This Queen Anne style station is a National Register property. It stands at the eastern end of Main Street. The Laurel area was settled by the Snowden family in 1658. The family made their fortune in iron manufacturing. The town was incorporated in 1870. It was a mill town, taking advantage of plentiful nearby water power for the mills. Nearby Savage Mills was serviced by a spur line of the B&O. The Mills manufactured sail cloth from cotton, for the Baltimore clipper ships and for U.S. Army tents. Now, it is preserved as a retail outlet and artists enclave. Like Laurel, Savage was a company town. From Laurel, it is easy to get to Baltimore or Washington, either by rail, or by US Route 1. A former 1840's mill workers' home on the northeast corner of 9th and Main Streets was renovated as the Laurel city Museum in 1996.

Martin Airport, MD on the Penn Line

Martin Airport was the site of the aircraft manufacturing facilities of Glen L. Martin Aviation, at Middle River, east of Baltimore. It is now used for MARC passenger car repair. The airport is still active, and operated by the Maryland Department of Transportation. A unit of the Maryland Air National Guard is hosted at the facility. The original facility was built on land purchased by Glenn L. Martin in 1929. The factory went on to produce the famous Pan Am China clippers, and the B-26 Marauder bomber during World War-2.

Martinsburg WV on the Brunswick Line

Martinsburg is the western terminus of the Brunswick line, about 100 rail miles west of Baltimore. It is also served by Amtrak. Two historic B&O roundhouses dating from the time of the Civil War are opposite the station. Martinsburg is a city of some 15,000 persons, in the panhandle of West Virginia. It was founded in 1778 by General Adam Stephen who named it in honor of Colonel Thomas Bryan Martin, a nephew of Thomas, 6th Lord Fairfax. The Baltimore and Ohio Railroad reached Martinsburg in 1842. The B&O Roundhouse and Station Complex were constructed in 1849. Martinsburg hosts a large Veteran's Hospital, and an IRS facility. It had significant mill operations at one time. Located along Interstate-81, there are many transportation and warehousing company's nearby. Martinsburg was the site of much activity during the Civil War.

Metropolitan Grove, MD on the Brunswick Line

Metropolitan Grove is located in Montgomery County, west of Gaithersburg. There are plans for a light rail system to connect at this point.

Monacacy, on the Frederick Extension of the Brunswick Line

The rail station is built near the Monacacy River outside of Frederick. This is near the site of the Civil War battle of the Monacacy. Called *the battle that saved Washington*, Union General Lew Wallace prevented Jubal Early's cavalry from moving further eastward towards the City in the summer of 1864. The site is now administered by the National Park Service.

Muirkirk, MD on the Camden Line

Muirkirk MARC stop opened in early 1995, specifically for commuters. It is located along US route 1 between Laurel and Beltsville, adjacent to an early industrial iron furnace site. It has a large parking lot with good access. There is no station structure, but only waiting platforms with shelters. It is located to the north of the Muirkirk Road bridge that crosses both the tracks, and U. S. Route 1.

The Muirkirk iron furnace, established in 1847, used a steam hot blast charcoal-fired process. The furnace was adjacent to the tracks, and built against a hillside for easy loading. It was 28 feet high, 8 1/2 feet across at the boshes. It had a seven ton capacity, and, in 1907, produced 400 tons of "the best pig iron in the country." The site was named after a similar facility in Muirkirk, Ayrshire, Scotland. A brickworks and a mineral pigment plant were located there, both continuations of the early industrial heritage of the area. The mineral pigments factory is a direct descendant of the iron factory. It is now being developed as a housing community called, “The Brickyards.”

The area was served by a B&O passenger station and a freight station by the mid-1870’s. These were located on the Route 1 side of the tracks, and were single story, wood frame construction. The area was also once known as White Oak Bottom. There was daily Muirkirk to Mt. Clare freight service in 1849 to serve the iron furnaces, and the textile mills in Laurel. The new Inter County Connector (ICC) highway terminates at U.S. Route 1 opposite the Muirkirk Station.

New Carrollton, MD on the Penn Line

MARC, Amtrak, and Washington Metro service (Orange Line) is provided by this transportation nexus, adjacent to the Capital beltway (U.S. 495) and U. S. Route 50. It was built on the former estate of a horse racing figure, Edward L. Mahoney. Carrollton was named after early Maryland settler Charles Carroll of Carrollton, a delegate to the Continental Congress and signer of the Declaration of Independence.

Odenton, MD on the Penn Line

This town near Fort Meade was named for Maryland Governor Oden Bowie. An ex-Pennsylvania Railroad station with a waiting room, restrooms, a ticket agent, and pedestrian underpass is located here. The facility has greatly expanded parking as of 1996. It is located just south of Maryland Route 175, at Route 170. The Annapolis, Washington, and Baltimore railroad once crossed here, on its way from Annapolis Junction (on the Camden line) to Annapolis. In 1840, the Annapolis & Elk Ridge (A&ER) Railroad was built across a sparsely settled farming community that would later become Odenton. At the beginning of the Civil War, Union soldiers guarded this railroad line because it was the only link between the North and the nation's capital. Rail traffic through Baltimore had been disrupted by southern sympathizers, so supplies, mail and soldiers flowed through Annapolis to Washington. The town of Odenton, was formed in 1868 with the construction of the Baltimore & Potomac (B&P) Railroad connecting Baltimore and Washington, D. C. Train service to the Odenton station began on July 2, 1872.

Shortly after 1900, another company built an electric interurban railroad parallel to the B&P and also electrified the former A&ER. Train service on these lines began in 1908. The Washington, Baltimore, and Annapolis Electric Railroad provided public transportation to central Maryland. The tricky part was crossing the electrified lines of the Pennsylvania Railroad with the electrified lines of the trolley system, but the problem was solved. Odenton is to the east of Fort Meade, an Army facility.

Penn Station (Baltimore, MD)

Located in the center of Baltimore at 1515 North Charles Street, this station is also used by Amtrak passenger trains on the electrified Northeast Corridor route, and is served by the Baltimore Light Rail trolley system.

Designed by the New York architect Kenneth MacKenzie Murchison, the station was constructed in 1911 for the Pennsylvania Railroad in the Beau-Arts style. It is located on a raised "island" between the Jones Falls Expressway and the tracks of the Amtrak’s North East Corridor. Both the northern and southern approaches to the station involve tunnels. To the south is the Baltimore

& Potomac Tunnel, circa 1873. It is 1.5 miles long, and provides a bottleneck to rail service due to the speed restriction of 30 MPH. To the north is the Union tunnel, also built in 1873.

Penn Station serves about 2,500 passengers daily. While it was used by the Pennsylvania Railroad, the Western Maryland Railway also used the station. Just down the road from Penn Station is the B&O's Mount Royal Station, circa 1896, closed in the 1960's, and now an art school. Mount Royal Station once hosted the B&O's premier train between Washington and New York the *Royal Blue*. Very near Penn Station to the north is the Baltimore Streetcar Museum, well worth a visit.

Perryville, MD on the Penn Line

East of Baltimore on the Penn Line, Perryville is home to a Veteran's Administration Hospital. The town is on the east bank of the Susquehanna River, opposite Havre de Grace. The area was settled in 1622 following a land grant by Lord Baltimore to George Talbot. The Continental Army used Perryville as a camp during the Revolution, and George Washington frequented the tavern there. The railroad came to town in 1835. Perryville Station was originally built by the Philadelphia, Wilmington, and Baltimore (P W & B)Railroad in 1905 and absorbed by the Pennsylvania Railroad. The station is located between a wye for the PW&B's Port Deposit Branch. The Pennsylvania Railroad laid track across the ice in the winter of 1852/53, when the ferry was blocked by heavy ice.

For much of the 19th century, Perryville was the central point for the Wilmington to Baltimore Rail Line. During the Civil War, the rail line between Perryville and Baltimore was destroyed. To transport troops and munitions to Annapolis, the Union Army resumed the operation of the ferry across the Susquehanna. The circa 1905 station also serves as a railroad museum and an Amtrak maintenance facility. Currently, the museum is only open on Sunday.

Point of Rocks, MD on the Brunswick Line

Site of a picturesque Baldwin designed B&O station, circa 1875, Point of Rocks is where the B&O Old Main and Metropolitan branches join and head westward. It is located at milepost 42.8 on the B&O Metropolitan Sub, where the Catoctin Mountains reach the Potomac. The area saw much action during the Civil War. The site was originally called Washington Junction. Here, KG tower, located south of the Met Branch, handled traffic from 1905-1959.

At Point of Rocks, the B&O Railroad ran into contention with the C&O Canal, then being built west from Washington. The situation did not improve for the railroad until they bored the nearby Catoctin tunnel in 1868. Legal battles over right-of-way continued to Harper's Ferry and westward. The Civil War brought military action, as Confederate troops repeatedly tried to shut down the Canal and the Railroad.

Relay, MD along the Camden line

Relay is a small town south of Baltimore. It is also the point where the original Baltimore & Ohio Railroad line, the Old Main Line to Point of Rocks, separates from the CSX Capital Subdivision that connects Baltimore with Washington. It is a "Y", with the base pointing to Baltimore, and one leg south, the other west. The west leg is the original B&O Old Main Line, which goes to Mt. Airy, near Frederick, Point of Rocks, Brunswick, Harpers Ferry, Martinsburg, and further west. This particular line through Relay is one of the oldest railroad routes in America, originally operated by horse-drawn rail cars circa 1830. On July 4, 1833, construction began at Relay on the curved, double-track, eight-span, stone-arched Thomas Viaduct over the Patapsco River. This is the southern leg of the Y. The B&O Metropolitan Subdivision, from Washington west to Point of Rocks, forms a triangle across the legs of the Y. The Old Main Line is still in use for unit coal trains and other freight. Other freight traffic goes south from Baltimore to Washington and further south. MARC makes use of both the Metropolitan Sub, and the Capital Sub.

The Relay House Hotel, built by the B&O in 1872, was a showplace station facility. Located seven miles from Mount Clare in Baltimore, the three-story structure with elaborate grounds opened for business in 1873. It provided a convenient place for overnight stays to allow connections on B&O trains. The building was torn down in 1950.

Riverdale, MD on the Camden Line

The Riverdale MARC Station is on the old Washington Branch of the B&O, which saw its inaugural run on August 25 of 1835. The original train station was an E. F. Baldwin design, built in 1891 by the Riverdale Park Company, a real estate developer. It was transferred to the B&O Railroad in 1905, closed in 1949, and finally torn down in 1955. The town is named for the nearby estate of a branch of the Calvert family, Riverdale. The first successful telegraphic message in the world was sent from the mansion. There is now an enclosed waiting station on the westernmost track, and a brick shelter on the other side. Riverdale was served by a streetcar line as well; the station is now a used book store.

Riverside Yard, Baltimore, MD

Riverside Yard is an ex-B&O maintenance and service facility, now used for MARC equipment, located near Fort McHenry, south of Baltimore at Locust Point. It was the site of B&O Freight warehouses, and roundhouses for freight and passenger engines, circa 1875. It was converted by 1907 into a major B&O locomotive servicing location. It then featured new twin roundhouses with 50 stalls, a machine shop, a coaling and watering facility, and an 80 foot turntable. The easternmost roundhouse is now gone. The facility is now owned by CSX.

Rockville, MD on the Brunswick Line

Rockville is the seat of Montgomery County, and once hosted Hungerford’s Tavern, a famous stop on the road between Georgetown and Frederick. Inhabited by white settlers in the early 1700's, the town was named in 1803. It was occupied by both Union and Confederate forces in the Civil War. It was reached in 1873 by the B&O railroad. The original train station is on the National Register of Historic Places. It is now used as business offices. In July 1891, the Tennallytown and Rockville Railway inaugurated trolley service connecting to the Georgetown and Tennallytown Railway terminus at Western Avenue and Wisconsin Avenue.

The old Rockville B&O train station was moved from its original location along Stone Street, about 100 yards to the corner of Baltimore Road and Church Street. The station is located some 5 miles north of the Capital Beltway, off Rockville Pike (Maryland Route 355). The actual MARC station, and the Metro station is located west of the old station.

Savage, MD on the Camden Line

North of Laurel, Savage was originally the site of cotton mills servicing the sail chandlers trade in Baltimore. A mile or so west, Savage Mills, now an outlet center, is the site of an existing original Bollman Truss Railroad Bridge. This is the only extant bridge of its type in the world. The area of the station is known as Annapolis Junction, the site of a junction between the B&O and the Annapolis and Elkridge railroad. The mill at Savage dates from 1750. It was first powered by water, then later in 1880 by steam. The Patuxent Iron Works was once located here. The rail facility is located just south of Route 32, about 1 mile west of its intersection with the Baltimore-Washington Parkway.

The town was named after John Savage, a Philadelphia merchant with interest in a mill on the falls of the Patuxent. In 1822 he and his associates, the Williams brothers, chartered the Savage Manufacturing Company, which produced sails for the Clipper ships that sailed out of Baltimore, in addition to a wide variety of other cotton products. A spur line from the nearby B&O line (MARC Camden line) serviced the mill, which is now on the National Register of Historic Places.

At the current MARC Station is a aggregate plant, serviced by stone trains from a quarry near York, Pennsylvania.

Seabrook, MD on the Penn Line

Seabrook is a residential area in Prince George’s County, just outside of the Capital Beltway. The station stop is located between Maryland routes 564 and 450, and is accessible from either route. Passenger waiting shelters are provided. There is handicapped underpass access, with parking on both sides of the track.

Seabrook is named for Thomas Seabrook, an engineer with the Pennsylvania Railroad. He built three cottages and a park with tame deer in the area near the rail station in the early 1870s. The community of Seabrook developed because of the Washington Branch of the Baltimore & Potomac Railroad. The railroad’s main branch into Washington opened in July 1872, with stations established at Glenn Dale, Seabrook, and Lanham, among others.

Silver Spring, MD on the Brunswick Line

Silver Spring is located just beyond the District of Columbia line, in Montgomery County, Maryland. There is actually a spring, located near East/West Highway at Blair Mill Road. Silver Spring takes its name from the mica-flecked spring discovered in 1840 by Francis Preston Blair, who subsequently bought much of the surrounding land.

Two years later, Blair completed a twenty-room mansion he named *Silver Spring* on a 250 acre country homestead situated just outside of the Nation’s Capitol. Blair's son, Montgomery Blair, became Postmaster General under Lincoln and was the lawyer that represented Dred Scott before the Supreme Court

During the Civil War, Lincoln visited the Silver Spring mansion many times. Confederate General Jubal Early occupied Silver Spring prior to the Battle of Fort Stevens. After the engagement, fleeing Confederate soldiers razed Montgomery Blair's residence. By the end of the 19th century, the region developed into a town of decent size and importance. The Metropolitan Branch of the Baltimore & Ohio Railroad was completed through the town in 1873.

The bus terminal at the Silver Spring Rail Station is the busiest in the entire Washington Metro Area, and provides connections between several transit services. This transit facility serves nearly 60,000 passengers daily. Construction commenced in October, 2008 on the new $91 million Paul

S. Sarbanes Transit Center, which further expanded the station to facilitate the growing demand for public transportation. The new center is a multilevel, multimodal facility that incorporates Metrobus, RideOn bus, Metrorail, MARC train, intercity bus service, and local taxi services under one roof.

St. Denis, MD on the Camden Line

Located near Relay, MD in the Patapsco River valley, the town was named for Denis A. Smith, treasurer of Maryland who was nicknamed St. Denis. The original 1896 Baldwin B&O Station here has been torn down.

While the small station is the line's closest station to its terminus at Camden Yards in Baltimore, it has low ridership and is designated a flag stop. Trains do not ordinarily stop unless the engineer sees passengers who are waiting to be picked up, or the conductor is aware that there are passengers who want to be dropped off.

East of St. Denis, the Camden Line crosses over the MARC Penn Line south of Halethorpe. A rail junction leading to the B&O Railroad Museum also exists between here and the terminus at Camden yards.

Union Station, DC

Union Station on Massachusetts Avenue at North Capital Street in Washington, D. C. is a terminus for both the Camden line and the Penn Line, as well as Amtrak and Metroliner service. It is also served by the trains of the Virginia Railway Express, a northern Virginia service similar to MARC. QN Tower near here is milepost 0.0 on the B&O Metropolitan Sub.

The station was once the combined Washington Terminus for both the B&O and Pennsylvania passenger service. It saw 98 trains per day at its peak. Mile post zero along the Penn Line is QN Tower near Union Station.

The station is one of the busiest and best-known places in Washington, D.C., visited by 32 million people each year. The rail terminal is served by Amtrak, VRE and MARC, and DC Metro.

The decision by the Baltimore & Ohio and the Pennsylvania Railroad to cooperate in building Union Station was a boon to City dwellers, because it meant that both railroads would soon remove their track and terminals from the area of the National Mall This consolidation of the depots allowed the creation of the Mall as it appears today. The new station was to be a fitting railroad entrée point to the Nation’s Capitol, capable of handling large crowds, and impressing visitors.

The building was designed by architect Daniel Burnham, and integrates a number of different styles. The Classical elements include the Arch of Constantine, influencing the exterior, main façade; and the great vaulted spaces of the Baths of Diocletian The building is built on a massive scale, including the facade stretching more than 600 feet and a waiting room ceiling 96 feet above the floor with stone inscriptions and allegorical elements in the Beaux Arts mode, and the use of expensive materials such as marble, gold leaf, and white granite.

Above the main cornice of the central block stand six colossal statues modeled on the Dacian prisoners of the Arch of Constantine. St. Gaudens created the 26 Centurions for the station's main hall.

The station held a full range of services for passengers such as dining rooms, newsstands, barber shops, and even a mortuary. Union Station was equipped with a Presidential suite which is now occupied by a restaurant.

Union Station opened on October 27, 1907, with the arrival of a B&O passenger train. The terminal quickly became the portal to the nation’s Capitol. At no time was it busier than during World War Two, when as many as 200,000 people passed through in a single day.

Union Station has always served as a hub, with service by the B&O, Pennsylvania, and Southern Railway, and the Richmond, Fredericksburg, and Potomac provided a link 100 miles to the south. Union Station was closed for restoration and refurbishing in 1981.

The track area of the station is divided into upper and lower levels. On the Upper Level are tracks 7-20 which are used by MARC (weekdays) and Amtrak Acela Express, as well as a few Amtrak Regional trains. The Lower Level consists of tracks 22-29 and is used by all southbound service, including all VRE trains, via the First Street tunnel, as well as some northbound Amtrak services during the week. The D.C. Metrorail Red Line station is located underground at the western side of the building, and is the busiest station in the entire Metro system.

The Ivy City Yard, just north of Union Station, houses a large Amtrak maintenance facility. This includes a new maintenance facility for the Acela high speed train sets. Amtrak also does contract work for MARC’s electric locomotives. Metro's Brentwood maintenance facility is also located in the southwest corner of the Ivy City Yard.

Washington Grove, MD on the Brunswick Line

Washington Grove was originally a Methodist Camp Meeting ground, outside the Capital in Montgomery County. Special B&O excursion trains were once run to this location. It is located between Gaithersburg and Rockville. It is now a small, quiet bedroom community for the Nation’s Capital. The circa-1906 B&O frame station is now gone.

Washington Grove is listed on the National Register of Historic Places both for its humanistic layout and for the way the town was founded. In the early 1870s, shortly after the B&O Railroad’s Metropolitan Branch was extended from Washington DC to Gaithersburg, Maryland, a group of Methodists purchased land nearby as a site for a camp meeting. The town was incorporated in 1937.

The station serves a historic community near Washington, D. C. that was a summer retreat for many of its citizens during the nineteenth and twentieth centuries, but that recently have become year-round residences without destroying the outward appearance of the original structures in the community. Originally the rail connection provided the only transportation to the community, which was designed only for pedestrian use along footpaths.

West Baltimore, MD on the Penn Line

The station at West Baltimore is on the B&O’s Camden cut-off, built in 1868. The main line here diverged to Mt. Clare, and continued to be used for freight. The station is east of Patapsco Ave.

The route of the Penn Line was first operated in the mid-19th century. The MARC operation dates from 1983, and West Baltimore Station serves as a replacement for the former Edmonson Avenue Station a few blocks north, which today is a private business. It is located at 400 North Smallwood Street at the intersections of Mulberry and Franklin Streets.

Maintenance and administration Facilities

MARC services its engines at Brunswick, Maryland, Riverside Yards in Baltimore, and at Ivy City, north of Union Station in Washington, DC Passenger car work is done at the Martin Airport Facility. Electric locomotives are serviced by Amtrak, and diesels by CSX, under contract.

The MARC Headquarters and administration building is located at BWI Airport.

Specials/Excursions

MARC trains can be found out having fun on the weekends in Western Maryland and other locations.

MARC trains were run from Cumberland to Camden Yards for Orioles games, for a while. In the 1996 season, CSX restrictions on the timing of the return trains forced the use of buses on the return journeys. This made the service less desirable. There were also attempts at service form Western Maryland for Washington Redskins and Baltimore Ravens football games.

During Railfest (later, Railfest-Canalfest in Cumberland), MARC provided equipment for excursions to Brunswick and Hagerstown to the east, and Oakland to the West, for the Autumn Glory Days. MARC equipment operated on the rails of the Western Maryland Scenic Railroad between Cumberland, and Frostburg.

Getting to Sports venues via rail

MARC is not of much use in getting to Professional sports venues in the Baltimore-Washington area, being designed for commuter service. However, some rail options are open to the Sports Fan:

Baltimore Orioles baseball– MTA trolley.
DC National, National Park, DC Metro, Navy Yard Station.
Baltimore Ravens football– MTA trolley.
Laurel Horseracing – MARC.
Washington Redskins football, Fedex field, Landover, MD – DC Metro.
DC Hockey, Verizon Center – Washington Metro.
DC Soccer, RFK Stadium- Washington Metro.
DC Basketball, NBA/WNBA, Verizon Center, DC Metro.
Baltimore Bayhawks Lacrosse, Towson University Field - bus to light rail.
Baltimore Blast, indoor Soccer, First Mariner Stadium, Charles Center Metro Stop, Light Rail to Convention Center stop.

MARC Motive Power

In 1995, MARC rostered 34 engines and an auxiliary power unit/control cab. In the total is included 19 Morrison-Knudsen (M-K) rebuilds called GP40WH's, acquired in the 1993-1994 time frame, and 6 of the GP39H-2's acquired in 1987-1988. This section discusses all of the MARC engines alphabetical by type. MARC rosters both diesel and electric models.

Passenger locomotives provide head-end power (HEP) to the passenger coaches. This includes electricity for lighting, and heat and air conditioning services. Freight locomotives are usually not equipped for HEP.

Most MARC trains are run with one engine. In some cases, two units may be MU-ed, but this is generally to move power where it is needed. Even on the electrified NEC, MARC mainly uses its diesel units. This is due to the fact that it owns only four of the AEM-7's, and that the cost of operation for them is high, compared to the diesels. The delivery of the electric HHP-8 units helped to mitigate the problem. This section discusses the spectrum of MARC motive power.

AEM-7

Units 4900-4903 are AEM-7 electric units for use on the Penn line. These are essentially identical to the Amtrak models. MARC's units were built at the EMD plant in LaGrange, IL in 1986, with car bodies from Simmering-Graz-Pauker AG of Graz, Austria. The earlier Amtrak units had bodies by Budd, who dropped out of the locomotive body business. The AEM-7 is a 7,000 horsepower unit, operating from a 25,000 volt, 25 Hz overhead electric supply on the Northeast corridor, the old electrified Penn line between New York and Washington, DC. The MARC units were the first non-Amtrak AEM-7's delivered. They have a lighter pantograph and fewer dynamic brake resistors than the Amtrak units, since they are designed for slower service.

E8A

The three E8 units were all leased from the New Jersey Transit system (their numbers 4324, 4325, 4327). The E8's had 2,250 horsepower, from dual 12 cylinder 567B prime movers. Units 64 through 68 were converted by M-K to E9AU's. The units weigh 101 tons, and have 8 drivers The original steam generators were replaced by HEP for car heating.

E9A

Units 91 and 92 are E9A units, circa 1953-1954. Five units (65-68) were used during MARC's motive power shortage of 1992-1993, and retired afterwards. These are 2,400 horsepower units with dual EMD 567C prime movers. The E9's are externally identical to the E8's, and only 93 were produced. MARC units 91 and 92 are currently stored in Baltimore. Unit 69, an E9A, was converted to an E9AU by M-K.

E9C

These ex-Burlington Northern units were passenger diesels, equipped with head-end power. They went to M-K in 1993.

F7A

Unit 7100 is an auxiliary power unit, constructed around 1981 from an F-unit by Morrison-Knudsen. It started life in 1951 as B&O 293A, then 4553. The prime mover was removed, and it functions only as a control cab and HEP source. It was lettered for the Maryland Dept. of Transportation, but was repainted into modern MARC colors. It started MDOT service in 1981. MDOT had four powered F7A's, but these were traded in to Morrison-Knudson for the GP-39's. In 1998, 7100 was placed in storage, but the decision was made to rebuilt it again and place it back in service. It is certainly the best looking piece of equipment on MARC.

Although it cannot move under its own power, MARC documents this unit as a locomotive for consist purposes. It has no traction motors, but does carry a 6-cylinder HEP unit for electrical power to the cars. It has the correct cab signals to operate on the NorthEast corridor (Penn Line). For a while during their motive power shortage, MARC leased and used CSX F-units 116, 117, 118, and 119. The even-numbered units are F7A, while the odd-numbered units are B. (A units have a cab, where B or booster units do not). Units 117 and 118, renumbered 417 and 418, were on the South Branch Valley Railroad of Moorefield, WV, in 1996.

F9PH

These units saw service in 1992-1993 while MARC had a motive power shortage. All 5 of the units rostered by MARC came from the B&O. Units 81 through 85 started life as F7a's. An F9PH is the passenger version of the upgraded F9 freight unit, with added HEP. It uses a 1,750 horsepower prime mover. All were retired in 1993. Two of the ex-MARC units (82 and 84) went to the Washington Central Railroad in Yakima, Washington but found their way back to Union Bridge, Maryland, in the winter of 1995/96.

GP39H-2

The GP39 units are numbered 70-75, and were rebuilt from GP40's. Units 70, 71, and 72 came from Penn Central, and were rebuilt by Morrison-Knudsen in 1987. Units 73 and 74 were originally road numbers 3703 and 3710 from the B&O, built in 1966. Unit 75 started on the Milwaukee Road as 2050. The rebuilt units are rated at 2,300 horsepower, and feature added head-end power. HEP is provided by a small Cummings diesel generator. They can be distinguished by the muffler and exhaust stack, and an extra spacing between the second and third radiator fans. These units received a new series EMD 12-cylinder 645 prime mover to replace the original 16 cylinder model. They also received the newer modular control electronics, and ditch lights for safety. They are capable of 90 miles per hour, and weigh in at 268,000 pounds. Unit 73 was involved in a fatal collision with the Capital Limited in February of 1996, and was subsequently rebuilt.

GP40

Finding itself short of motive power in the 1980's, MARC acquired three freight GP40's from Conrail. They were not equipped with HEP for the passenger cars, so they had to work in conjunction with other engines equipped with HEP. They could pass these services through, however, so they could be used in other than the lead position. They were painted in a blue scheme with orange trim. GP40's are 3,000 horsepower second generation roadswitchers. The diesel prime mover turns an alternator unit, which produces 600 volt, 75 Hertz alternating current power at 900 rpm. This is rectified to direct current before being applied to the traction motors.

GP40WH-2

The GP40WH units, numbered 51-69, are distinguished by a red nose. They were re-manufactured by Morrison-Knudsen on SD-45 frames, to MARC specifications. They are equipped with HEP. The SD-45 legacy can be seen in the flared rear radiators, and the long frame. The motive power is a EMD series 645E diesel, 16 cylinder, 3,000 horsepower, as used in the GP40-2. The units use a M-K design, F45-type wide cab, with modular electronic controls. These units came on the scene in the summer of 1995, allowing MARC to finally retire the F9 and E9 units. A separate Cummins HEP unit was carried for consist power. The MARC units are not equipped with ditch lights. Ditch lights are a safety feature, a pair of lights on modern locomotives, located several feet below and outboard of the main headlight, that alternately flash when the train is sounding its horn.

MARC GP40WH-2 numbers 51, 52, 53, 55, 62, 66 were re-manufactured by Morrison-Knudsen from CSXT units 6590, 6518, 6786, 6536, 6679, and 6637.

RDC

The Rail Diesel Cars were manufactured by Budd in the 1950's. They were once seen on the B&O passenger service between Baltimore and Washington, before MARC service started. MARC units came from the B&O, Amtrak, and the New Jersey Transit. In 1989, MARC rostered 19 of these units. The Rail Diesel Car could be used alone, or in consist with others of its brethren. Several variations on the basic design were possible. It could be a coach configuration, a coach-baggage, or a 24 seat coach with baggage and diner. Several of the RDC's remain in storage in Brunswick in 1996. A unit with a diner (ex-B&O) can be seen at the B&O Museum at Mt. Clare in Baltimore.

MARC withdrew the RDC's from service by 1993. They had between 19 and 21 of these cars. Some were still in the Brunswick Yards in 2006, while most were sold.

RS3m

The RS units are not used in passenger service. They are used on the Maryland and Delaware freight line. RS3m's 1201, 1202, 1203 are painted in Maryland & Delaware maroon, black, and gold.

The ALCO RS3m's of the 1978-1979 time frame were numbered in the series 100-102. These were former ALCO RS-3's, repowered at the Conrail Juniata Shops in Altoona, Pa. They received 567BC prime movers from old E7 and E8 units. They had EMD electrical equipment installed above the deck. The GE traction motors were retained. The 567BC prime mover is a 16 cylinder, 1750 horsepower unit. This hybrid engine had the type B crankshaft, with type C cylinders. The original ALCO engine was a 1,600 horsepower, turbo-supercharged, V-type, 12 cylinder, 4 cycle design. ALCO diesels were notorious for emitting black smoke under load, earning them the nickname of honorary steam engines. The RS3's came equipped with dynamic brakes.

Engine 100 visited the Juniata shops in Pennsylvania in September of 1978. It had been Delaware Coast Line 1201, Conrail 9999, EL 1049, and DL&W 911. 101 visited the shops in June of 1979. It had been Delaware Coast Line 1202, Conrail 9926, Conrail 5256, EL 1040, and

DL&W 902. 102 visited the shops in January of 1979. It had been Delaware Coast Line 1203, Conrail 9942, Conrail 5268, EL 1052, and DL&W 914. Those engines got around.

HHP-8

The HHP-8 is a modern, versatile electric locomotive by Bombardier-Alston. The MARC units, like their Amtrak Acela sisters, can operate at three different voltages: 25 kilovolts, 25 Hz, 12.5 Kilovolts, 60Hz, or 12 kilovolts, 25Hz, and auto-switch between these. The New York to Washington section, on which MARC runs, uses 11 kilovolt, 25 HZ. HHP-8's are 110 ton units that are double-ended (a cab at each end, so they don't need to be turned). They develop 8,000 horsepower, and feature dynamic brakes. Because they start and stop more often than the Amtrak engines, the MARC units have a different gearing for more acceleration at the cost of a lower top speed. They will not quite make the 135 miles per hour of the Amtrak units.

MP-36PH-3C

This latest generation diesel unit was ordered from Motive Power Industries (MPI) of Boise, Idaho, to replace the older GP-39 and GP-40 units. The older units will be traded in to MPI. The prime mover is a 3,600 horsepower modified EMD 645 16-cylinder diesel. HEP is supplied by a separate Cat diesel. Older locomotives had a limitation of being able to provide HEP power to only 6-7 of the bilevel cars. This particular locomotive model is also favored by Caltran. The unit is a new design specifically for commuter rail. It meets the latest emissions and safety requirements. As of 2010, the locomotives were in service, but restricted to 90 miles per hour by procedure, and couldn't operate on the Penn line. As of 2010, twenty-four of the new locomotives were awaiting shipment to MARC.

MARC Rolling Stock

MARC operates both older equipment inherited from predecessor roads, and modern cars that were purchased specifically for MARC service.

MARC Heritage Cars

The MARC Heritage cars mostly came from the Pennsylvania Railroad. They are numbered in the range 100-169.

Coaches 100 through 114 were built by Budd in 1950 for the N&W. Their names while in service with the N&W are shown in the following table. They also saw service with the PRR and Penn Central, and were in service with MDOT as numbers 1401-1415. All were built as 10-roomette, 6 double-bedroom sleepers, purchased by PRR in 1964, and rebuilt into coaches. They were rebuilt in 1981/82 by GE in Hornell, NY. MARC 109-114 had been built into snack-coaches by the Penn Central.

MARC	N&W Name	PRR/PC #
100	*Virginia Polytechnic Institute*	PRR/PC 1480
101	*Campbell County*	PRR/PC 1481
102	*Mercer County*	PRR/PC 1482
103	*Franklin County*	PRR/PC 1483
104	*Virginia Military Institute*	PRR/PC 1484
105	*Washington & Lee University*	PRR/PC 1485
106	*Randolph Macon College*	PRR/PC 1486
107	*Roanoke College*	PRR/PC 1487
108	Emory & Henry College	PRR/PC 1488
109	*Scioto County*	PRR 1489, PC 3231
110	*Augusta County*	PRR 1490, PC3232
111	*Mingo County*	PRR 1491, PC3233
112	*Hollins College*	PRR 1496, PC 3238
113	*Ohio State University*	PRR 1498, PC3240
114	*University of Cincinnati*	PRR 1499, PC3241

Coaches 130-169 were also built by Budd in 1949 or 1950. They served with the PRR, then PC, then MDOT. They had been built as 21-roomette sleepers and rebuilt by the PRR into coaches for commuter service. They were rebuilt by GE in 1981/82. Units marked "*" are equipped with electric sliding vestibule doors and wheelchair seating to comply with Americans With Disabilities Act. MARC unit 154 had been renamed *William Thaw* in 1956 for service on the *Pittsburger*.

No.	MDOT	Names	Nos.
130	1501	*Urbana Inn*	PRR/PC 1543
131	1502	*Sunbury Inn*	PRR 1548, PC 3242
151	1512	*New Castle Inn*	PRR/PC 1539
152	1513	*Mansfield Inn*	PRR/PC 1542

153	1514	*Uniontown Inn*	PRR 1549, PC 3243
154	1515	*Chester Inn*	PRR/PC 1546

There were two coaches to wear the MARC number 31. The second unit was built by Budd in 1949 as a 21 room sleeper, and rebuilt by the PRR into a coach. It also served with New Jersey Transit.

The following cars came to MARC through the PRR and Penn Central, and had previously served with NJT or SEMTA. All had been built as 21-roomette sleepers, and were rebuilt by PRR into coaches for commuter service. MARC had them refurbished by ABB Elmira (Heights, NY), Mechtron, or TTA (Hornell, NY, Transportation and Transit Associates). Three of the cars had seen service on the *Pittsburger*: 134 as *E .T. Weir* in 1958, 143 as *B.F. Jones* in 1956, and 146 as *Henry S. Spang* in 1956.

Cars 140-149 were rebuilt as part of the MARC Heritage Fleet, and have a PRR logo and car name on a letterboard at the non-vestibule end. They are equipped with electric sliding vestibule doors and wheelchair seating to comply with Americans With Disabilities Act. After SEMTA discontinued rail service, these cars were leased by Metro-North Commuter Railroad (MNCR); when acquired by MARC, they wore both SEMTA and MNCR markings.

No.	Name	PRR/PC	Previous
132	*Lock Haven Inn*	1525	NJT 5417
133	*Chambersburg Inn*	1544	NJT 5428
134	*Grand Rapids Inn*	1518	NJT 5433
140	*Tyrone Inn*	1524	SEMTA 110
141	*Hamilton Inn*	1519	SEMTA 101
142	*Franklin Inn*		SEMTA
143	*Alliance Inn*	1503	SEMTA 103
144	*Tiffin Inn*	1504	SEMTA 104 *Troy Township(?)*
145	*Carnegie Inn*	1500	SEMTA 105
146	*Bucyrus Inn*	1516	SEMTA 106 *Bloomfield Township*
147	*Norristown Inn*	1513	SEMTA 107
148	*Collinsville Inn*		SEMTA
149	*Van Wert Inn*	1520	SEMTA 109 (?)
161	*Latrobe Inn*	1529	NJDOT/NJT 5412
162	*Sharon Inn*	1521	NJDOT/NJT 5414
163	*Beaver Falls Inn*	1507	NJDOT/NJT 5423
164	*Coshocton Inn*	1533	NJDOT/NJT 5424
165	*Salem Inn*	1510	NJDOT/NJT 5425
166	*Greensburg Inn*	1540	NJDOT/NJT 5426
167	*Princeton Inn*	1502	NJDOT/NJT 5430
168	*Ashtabula Inn*	1536	NJDOT/NJT 5435
169	*Culver Inn*	1534	NJDOT/NJT 5440

Parlor Cars

MARC Parlor Car service began in the spring of 1994. A Cafe-Parlor Car was provided on the Blue Ridge Train (Train 277), and a Parlor Car was available on the Metropolitan Special (Train 281).

Car 190 is a Cafe/Parlor Car, built by Budd in 1950. It was originally rostered by the PRR as the *Braddock Inn*, PRR/PC 1509, and as NJDOT/NJT 5411. This car was rebuilt as part of MARC "Heritage Fleet"; it has a PRR logo and car name on a letterboard at the non-vestibule end. It had been renamed *Peter Schoenberger* in 1956 for service on the *Pittsburger*. It was rebuilt by MARC from coach to Cafe-Parlor car. It has two sections, one for cafe dining with tables, and the other with single rotating parlor seating, divided by a counter area for food purchases.

Car 191 is a Parlor Car originally built by Budd in 1949, and previously rostered on the PRR as the *Hagerstown Inn*, and PRR/PC as #1526. It was rebuilt by MARC from coach to Parlor Car. The car has individual swiveling reclining seats with individual tables, and is equipped with electric sliding vestibule doors and wheelchair seating to comply with the Americans With Disabilities Act.

Sumitomo/Nippon Sharyo (NS) Push-Pull Cars

These cars are numbered in the 77xx series, and were acquired new by MARC. The first was delivered in 1985. All of these cars are designated as MARC II, with "a" and "b" designations indicating minor upgrades.

7700-7709	Coach	delivered 1985, Model MARC II
7710-7715	Coach	delivered 1987, Model MARC IIa.
7716-7725	Coach	delivered 1991, Model MARC IIb, no lavatories
7745-7749	Cab/Coach	delivered 1985, Model MARC II
7750-7756	Cab/Coach	delivered 1987, Model MARC IIa.
7757-7762	Cab/Coach	delivered 1991, Model MARC IIb.
7791-7799	Coach	delivered 1991, Model MARC IIb, equipped with lavatories

MARC Special Service Cars

No.	Type	Builder	Previous
99	Dome	?	MDOT P-S1949, B&O Sky Dome
901	MoW Dorm	SLC ?	CRI&P 595002, rebuilt from economy baggage cars
902	MoW Dorm	SLC ?	CRI&P 595004, rebuilt from economy baggage cars
903, 904	tbd		

note: M o W = Maintenance of Way

Lounge/Observation

As of June 20, 1996, MARC's new tavern-lounge-observation car is being used. The former NYC 48, a Budd product acquired from Les Kasten, arrived from Chicago on the rear of the

Amtrak Cardinal on June 18, 1996. The car was serviced at MARC's Martin Airport facility before entering revenue service as MARC 1. The original MARC 1 was a RDC.

BiLevel Coaches

The new Kawasaki bi-level (double decker) coaches were delivered in 1997, and are numbered in the 7800's and 7900's. There are 34 coaches, and 16 cab/coaches, designated MARC III. These are bi-level cars similar in design to the cars built for Boston's MBTA. They can be used with the older single level cars. They solve capacity problems, assuming you have the clearance height to run them. The new models are made to fit under electrical catenary, as found on the Penn line.7500 is a cab control car for Sumitomo. It can be used at the back of a train to control the locomotive, when the line does not support turning the train at the endpoints (like Union Station. Otherwise, a locomotive is needed at both ends. 7846 is a Kawasaki cab car, and 7845a dn7847 are bi-level cabs. These do not have propulsion capability, but only and operator station at the end of the car.

MARC Contact and Operational Information

MARC Train Service
5 Amtrak Way, PO Box 8718
BWI Airport, MD 21240-8718
410-859-7400
Automated telephone information: 800-325-RAIL (800-325-7245)
Parlor Car Reservations, Group Travel: 410-859-7420
Comments, complaints, commendations, suggestions: 410-333-2354
Wheelchair Access Information: 410-859-7420; TDD: 410-539-3497

Mass Transit Administration
Maryland Department of Transportation (DOT)
300 W. Lexington St.
Baltimore, MD 21201-3415
410-539-5000

Radio/scanner

Along the Brunswick Line, the following American Association of Railroads (AAR) Channels/frequencies are used:

frequency, MHz	
AAR channel 08, 160.230	Road Channel 1
AAR channel 14, 160.320	Dispatcher Channel/Road Channel 2
AAR channel 28, 160.530	WB Tower Brunswick
AAR channel 51, 160.875	CSX Police
AAR channel 45, 160.785	Maintenance of Way

Along the NEC (Penn line), the road channel frequency is 160.920 MHz.

MARC Advisory Council, marccounsil@mtamaryland.com

Live train tracking, www.marctracker.com

Incidents

MARC Operations have been remarkably free of accidents. That changed dramatically on Friday, the 16th of February, 1996, at 5:30 p.m. Train 286, Brunswick to Washington, hit an Amtrak train on CSX tracks west of Silver Spring. Three crew and 8 passengers were killed, the first passenger fatalities in 20 years of MARC operations. The passengers were all Job Corps volunteers, returning to Washington, DC from work in Harper's Ferry. Because this was a reverse move, the MARC train was mostly empty of passengers. The death toll could have been much higher for a normal rush-hour train, full of commuters.

MARC train 286 was being operated in push mode, with a 77-series control car leading. That car struck Amtrak locomotive F40PH #255's fuel tank, and ruptured it. The car was torn along the side, and filled with burning fuel. After the accident, MARC initiated an effort to make its emergency exits more accessible.

As a direct result of the accident, CSXT mounted "D" markers on signals, and "D" marker signs at the departure end of passenger stations located in the block immediately preceding an absolute signal in other than train control territory. The marker is round with a black background containing an white "D" in the center. They are intended to remind engineers in push-pull or multi-unit (MU) passenger trains making the station stop requirements to approach the absolute signal at controlled speed not exceeding 40 MPH, as provided by emergency order of the Federal Railroad Administration (FRA). Memorials were erected at Brunswick to the crew and passengers.

Numerous other incidents with less disastrous effects also happened. On Oct. 9, 1996, at 5:15 p.m., a southbound train with 58 on board struck a truck that got stuck at a crossing at Elkridge, south of Baltimore. Eight persons were injured slightly. All in all, considering person-miles traveled, the MARC safety record is excellent, and the system is a lot safer than the adjacent highways.

Although not directly involving MARC equipment, the Howard Tunnel fire in Baltimore in July 2001 affected MARC service. A CSX freight train derailed in the tunnel, and an ensuing chemical fire burned for 6 days, shutting down most of downtown. The tunnel is located north of Camden Station. Bus bridges were used to restore commuter service until the line was able to reopen, and Baltimore's rail traffic was unsnarled. The Baltimore Light Rail, operating on the Howard Street above the tunnel, was also affected.

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Western Maryland

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